



◦ "Steam on Stone" ◦



Minnesota Transportation Museum

# MINNEGAZETTE

January/February 1984

## About the Cover

*"Steam on Stone."* Northern Pacific 4-6-2 steam engine No. 2156 pulled the famed Empire Builder across the equally famed James J. Hill-built Stone Arch Bridge in downtown Minneapolis in the winter of 1920 as shown in this acrylic painting by Larry Fisher. It's not often we place a painting on the front cover rather than a photograph, but then it's not often we see a painting with this much detail.

To fill the image area of our cover, we cropped the painting slightly. The true proportion of this extraordinary painting is shown below. A 19½ inch by 25-inch full color print of this fine painting can be yours. See a related article elsewhere in this issue.



The MTM steam train crossed the St. Croix River into Wisconsin on a beautiful fall afternoon as it approached the Hudson Depot during the special TRAIN Convention railfan trip on Saturday, Oct. 29. Photo by Aaron Isaacs.

## Get Your Uniforms

This is the last announcement for the availability of official 1940s TCRT streetcar motormen's uniforms as detailed in the Nov./Dec. *Minne-gazette*. See the Milbern Clothing Co. at 1685 University Av. in St. Paul for a fitting soon so that you will be ready for operations next spring!



*"Steam on Stone."* This is the true proportion of this fine picture. Painting by Larry Fisher.



## Membership Meeting Jan. 24

The next general membership meeting is at 7:30 p.m. on Tuesday, January 24 in the Burlington Northern auditorium at 176 E. 5th St. in downtown St. Paul. A special added feature of this meeting will be the showing of a 19½ by 25-inch color print (or the original 60-inch by 48-inch acrylic painting) of *Steam on Stone*, the beautiful painting that graces the cover of this issue of the *Minne-gazette*. See you there!



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

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10409 Nicollet Circle  
Bloomington, MN 55420

## 1984 MTM Officers Elected

The 1984 MTM Board of Directors was elected by the membership at the Annual Meeting on November 29, 1983.

President  
Executive Vice President  
Vice President, Railroad  
Vice President, Traction  
Vice President, Public Relations  
Secretary  
Treasurer

**Gayle Bromander**  
**Eugene Corbey**  
**Bernard Braun**  
**Donald Westley**  
**Thomas Mega**  
**Patricia Campion**  
**Russell Olson**

In accordance with the By-Laws, up to six additional directors can be appointed to serve on the board. MTM currently is selecting these additional directors and superintendents for the various MTM projects. A new organization chart illustrating the new officers will be

published in a future **Minnegazette**.

The more than 100 members in attendance at the meeting also elected the 1985 Nominating Committee: **Bill Campion, Bob Renz and Frank Sandberg**. It will be their duty to recommend candidates for election at the next annual meeting in November 1984. If any member in good standing is interested in becoming a board member in any of the above positions in 1985, please contact one of the Nominating Committee members.

The museum wishes to thank the outgoing 1983 MTM Board of Directors; **Frank Sandberg, Frank Bifulk, Bob McNattin, Mike Buck, Grant Arneson, Dennis Johnson and Tom Dimond** for a job well done in 1983 and in previous years in what has been a rough transitional period for the museum.



N.P. 328 backed the TRAIN Convention excursion train Photo by Bob Clarkson.  
around the C&NW wye at Hudson, Wis. on Sat. Oct. 29.

# TRAIN Convention



The Tourist Railway Association Inc. (TRAIN) held its 12th annual national convention in the Twin Cities on October 28, 29 and 30, 1983. Record crowds and warm sunshine descended upon Minneapolis and St. Paul for the three busy days.

TRAIN membership at the convention totaled 202 delegates, family and friends representing 59 museums, organizations and suppliers from the United States and Canada. It is believed to be the best attended convention in TRAIN's history.

Delegates arrived as early as Thursday, Oct. 27 to be ready for the welcoming ceremonies and seminars that were held on Friday morning. The seminars, which were conducted at various Twin Cities locations on both Friday and Saturday, were very well attended.

A Saturday morning seminar at the Como-Harriet Streetcar Line allowed for inspection and guest operating privileges by TRAIN members of MTM's traction equipment.

In addition to the seminars, two banquets (on Friday and Saturday

nights) were held at the Sheraton Midway Hotel in St. Paul, the convention headquarters. These dinners and slide shows gave museum representatives a chance to meet new people and to renew old acquaintances.

Not only did members meet one another, but they exchanged new ideas on each others' operations and found out "who's got what" in the way of rolling stock, sites and equipment.

## The banquet

Guest speaker at the Friday night banquet was **Ed Burkhardt**, vice president of the **Chicago & North Western Transportation Co.** In his remarks, Mr. Burkhardt noted the problems that the railroad industry in general has had in the past year but noted also that the future looks bright.

To help make the future look even brighter, the C&NW conducted a nationwide search for an old steam locomotive that it could use in its public relations effort. Only one requirement had to be met — it had to be a C&NW engine.

## C&NW No. 1385

Four such locomotives were located, mostly already in museums. One was termed "too far gone" to be restored. The first choice engine was No. 1385, a 4-6-0 steamer owned by the Mid-Continent Railway Historical Society of North Freedom, Wisconsin.

The C&NW found that 1385 was not available for purchase but that some sort of lease arrangement could be worked out in return for some C&NW help in restoration efforts on the engine. Early in 1982, restored C&NW steam engine No. 1385 hit the rails and was an instant success.

**Chris Burger**, also of the C&NW, followed Mr. Burkhardt on the podium and narrated a beautiful slide show that featured 1385's restoration, rollout in 1982 and operations in 1982 and 1983. Many of 1385's early runs were unannounced "shake-down" runs, but whenever 1385 stopped, large crowds of people appeared from literally everywhere to get a look.

Schools emptied when word spread that a steam engine was sitting in town taking on water. In one city, 12



The TRAIN Convention special eastbound approaching Lake Elmo. Photos by Aaron Isaacs.



The TRAIN Convention steam trip special eastbound approaching White Bear Av. on St. Paul's east side on Oct. 29.

school buses full of school children were hurriedly dispatched to the steam site. Pictures showed the happiness on the faces of school children and adults alike.

The old 10-wheeler has brought immeasurable PR to the C&NW, Mr. Burkhardt added. A visit by the little teapot draws larger crowds than a whole trackful of new diesel locomotives.

The C&NW said that 1385's favorable reaction from the public will spread to railroading in general. One delegate suggested that the C&NW should be commended for making this move in behalf of the railroad industry. That led to a standing ovation from the attendees.

Mr. Burkhardt cautioned, however, that in any museum operation, commitment to operation and schedules must be a top priority. Again, running a museum train on time will cast a favorable light on current day passenger train perceptions. Museums can do the passenger railroad industry a great service by meeting its operations objectives and timetables.

In 1984 and 1985, the C&NW plans to continue its strong relationship with the Mid-Continent Railway Historical Society by running engine 1385 over more of the C&NW trackage to such faraway points as Kansas City and Nebraska and all points in between.

### The train ride

Of course, after the meeting, eating, drinking and talking was out of the way, it was time to have some fun. On a mild, sunny Saturday afternoon, convention delegates and MTM members boarded the museum's ex-Northern Pacific 328 steam train for a 50-mile round trip ride to Hudson, Wisconsin, across the St. Croix River from Minnesota.

Fortunately, the weather was warm enough so that those passengers aboard the windowless Rock Island commuter coach weren't too uncomfortable. However, after the sun went down on the return trip to St. Paul, a wind chill factor inside the coach was reported.

Although everyone who wanted to ride the train was boarded, many opted to "chase" the train with their cameras

in tow. The museum obliged by conducting its first photo run which involved allowing passengers to get off the train and shoot the run-by. All-in-all, it was a day that will be remembered for a long time.

### Streetcar picnic

The convention concluded on Sunday with TRAIN convention attendees invited to MTM's 7th annual streetcar company-style picnic at the Linden Hills carbarn at Lake Harriet. Delegates were shuttled between the picnic site and the convention hotel aboard MTM's two vintage ex-TCRT motor coaches; No. 630, a 1942 Mack and No. 1399, a 1954 General Motors bus. Again, pleasant weather permitted open-window rides to Lake Calhoun aboard both museum streetcars; TCRT No. 1300 and DSR No. 265.

It was a very successful convention in all areas. Many thanks go out to those museum members who helped make this TRAIN convention one to be remembered by the record crowds. Since the convention, the museum has received many thank you letters commending us on that fine weekend.



**Chicago & North Western steam engine No. 1385 approached Stacy, Minn. enroute from Duluth to St. Paul during the weekend of Sept. 24-25, 1983. MTM's Roch**

**Island commuter cars were in the consist. The Duluth event was sponsored by the Lake Superior Museum of Transportation and the C&NW. Photo by Dennis Johnson.**

## Convention delegates

Thanks to all of the following museums, organizations and suppliers who came to the Twin Cities for this great convention. The number of members attending from each group is shown in parentheses.

- Minnesota Transportation Museum** (48)  
Minneapolis/St. Paul, Minnesota
- The Alaska Railroad** (1)  
Anchorage, Alaska
- Atlantic Central Steam Co. Inc.** (1)  
Center Valley, Pennsylvania
- Alberta Pioneer Railway Assn.** (2)  
Edmonton, Alberta, Canada
- Bay Area Electric Railroad Assn.** (3)  
Rio Vista, California
- Blue Water Chapter, NRHS** (1)  
Royal Oak, Michigan
- Boone Railroad Historical Society** (1)  
Boone, Iowa
- B&O Museum** (1)  
Baltimore, Maryland
- Cass Scenic Railroad** (2)  
Cass, West Virginia
- Catskill Mountain Railroad Company** (1)  
Glenford, New York
- Catskill Rail Committee** (4)  
Stamford, New York
- Center for Transportation and Commerce** (1)  
Galveston, Texas
- Chicago & North Western Transportation Co.** (2)  
Chicago, Illinois
- Collis P. Huntington R.R.H.S.** (1)  
Ashland, Kentucky
- Colorado Railroad Museum** (2)  
Golden, Colorado
- Connecticut Valley Railroad Museum** (1)  
Essex, Connecticut
- Conway Scenic Railroad** (5)  
North Conway, New Hampshire
- Diversified Rail Services** (3)  
Fort Wayne, Indiana
- Eighty Four O Four Corporation** (1)  
Walbridge, Ohio
- Empire State Railway Museum** (1)  
Middletown, New York
- Entertrain, Inc.** (1)  
Indianapolis, Indiana
- E.S.P. Administrators** (2)  
Shawnee Mission, Kansas
- Excursion Lines, Ltd.** (2)  
Rochester, New York
- Fort Wayne Railroad Historical Society** (1)  
Fort Wayne, Indiana
- Great Iowa Railway and Museum** (1)  
West Liberty, Iowa
- Heart of Dixie Railroad Club** (2)  
Birmingham, Alabama
- Hempstead and Northern Railroad** (1)  
Houston, Texas
- Heritage Railroad Company** (2)  
Grand Rapids, Ohio
- Historic Red Clay Valley, Inc.**  
**Wilmington and Western Railroad** (1)  
Wilmington, Delaware
- Hoover's Manufacturing Company** (1)  
Peru, Illinois
- Huckleberry Railroad**  
**Genesee County Parks & Rec. Commission** (2)  
Flint, Michigan
- Illinois Railway Museum** (1)  
Union, Illinois
- Indiana Railway Museum** (2)  
French Lick, Indiana
- L. Fisher Prints** (1)  
Minot, North Dakota
- Lake Superior Museum of Transportation** (11)  
Duluth, Minnesota
- Lake Whatcom Railway** (1)  
Acme, Washington
- Locomotive Service Company** (1)  
Newington, Connecticut
- Mad River & N.K.P. Railroad Society** (5)  
Bellevue, Ohio
- Marsh and McLennan, Inc.** (2)  
Kansas City, Missouri
- Ervin Merrill** (1)  
Kankakee, Illinois
- Michigan State Trust for Railway Preservation** (5)  
East Lansing, Michigan
- Mid-Continent Railway Historical Society** (10)  
North Freedom, Wisconsin
- Midwest Central Railroad** (2)  
Mt. Pleasant, Iowa
- Monticello Railway Museum** (3)  
Monticello, Illinois
- Mount Washington Cog Railway** (2)  
Mount Washington, New Hampshire
- New Jersey Museum of Transportation** (2)  
Farmingdale, New Jersey
- Ontario Rail Foundation** (6)  
Toronto, Ontario, Canada
- Pacific Locomotive Association** (1)  
Castro Point, California
- Pacific Southwest Railway Museum** (2)  
San Diego, California

**Seashore Trolley Museum (5)**  
Kennebunkport, Maine

**The Steam Locomotive 39 Fund Committee (2)**  
Oceanside, New York

**Strasburg Railroad (2)**  
Strasburg, Pennsylvania

**Texas State Railroad (4)**  
Rusk, Texas

**Toledo, Lake Erie & Western Railway & Museum (2)**  
Waterville, Ohio

**Twentieth Century Railroad Club (1)**  
Chicago, Illinois

**The Valley Railroad Company (7)**  
Essex, Connecticut

**Vermont Specialty Products, Inc. (1)**  
South Burlington, Vermont

**The Vintage Locomotive Society**  
**Prairie Dog Central (3)**  
Winnipeg, Manitoba, Canada

**Weller Enterprises (4)**  
Brookville, Indiana

Organizations represented by proxy

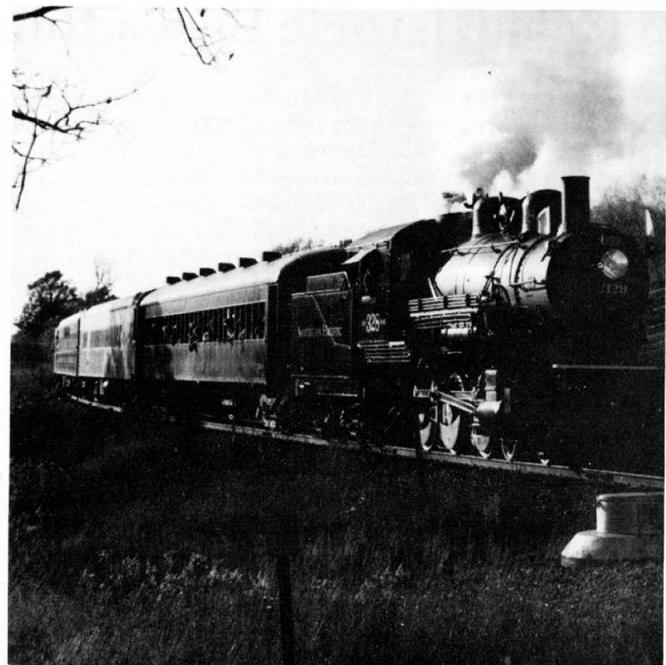
**Hocking Valley Scenic Railway**  
**Greenfield, Bainbridge & Waverly Scenic Railroad**

**Friends of the Sierra Railroad**

**Steam Locomotive Corporation of America**

**Tennessee Valley Railroad Museum**

**Carstens Publications, Inc.**



**The TRAIN Convention special eastbound approaching Lake Elmo. Photo by Aaron Isaacs.**

The 1984 TRAIN Convention will be held at the Valley Railroad Company in Essex, Connecticut on November 2, 3 and 4, 1984.



## **MTM Member Book Inventory Started**

Enclosed with this issue of the **MinneGazette** is a form that asks for a listing of train or streetcar books that you may have in your personal collection.

The museum would like to catalog all of the rail books for future reference and as a service to members who would like to see and read books that otherwise might be unobtainable. Many fine railroad books are now out of print. Of course, actual lending of books must be worked out between the individuals.

If you are interested in having us list your library of rail-related books, please fill out the enclosed form and send it to member **Aaron Isaacs**, 4913 Upton Av. S., Minneapolis, MN 55410. A list of all books available for lending, as determined by this survey, will be published in a future **MinneGazette**.



**N.P. 328 steam train departed from Hudson, Wis. on the C&NW mainline for its return trip to St. Paul during the TRAIN Convention special on Oct. 29. Photo by Bob Clarkson.**

## MTM's Historic Buses Run Again

The 1983 TRAIN Convention, hosted by MTM, provided an opportunity for MTM's Bus Operating Division (did you know we had one?), under the direction of **Scott Heiderich**, to provide transportation using our two vintage ex-TCRT motor buses on Thursday, Oct. 27 through Sunday, Oct. 30.

Training of drivers for the weekend operation began Thursday and continued through Friday. **Phil Epstein**, an MTM member with a much-varied bus driving experience, was the instructor and he put all the drivers through a rigorous program to insure that we only certified well qualified drivers.

All of the following MTM members attended and completed the training on both buses and operated them in "revenue" service: **Mike Buck, Phil Epstein, Scott Heiderich, Gust Jessen, James Laursen, Nick Modders, Greg Olson, Steve Olson, Jim Otto and Ken Snyder.**

Phil also served as Bus Dispatcher and General Supervisor of Operations through the weekend. He did an excellent job of running the show, and especially shined when a special unscheduled operation was necessary. Phil says: "The operation was a success because of the fine skill and attitude of the drivers."

The first "revenue" operation consisted of picking up passengers at the Midway Amtrak Depot in St. Paul on Thursday night on the "Builder" from Chicago and a group of passengers from the Minneapolis/St. Paul International Airport at noon on Friday.

Imagine the look of surprise and delight on the faces of our TRAIN visitors as they stepped out of their ultramodern terminals to behold a sparkling 1942 Mack C-3 transit coach, ex-Twin City Motor Bus Co. No. 630, waiting to carry them to the Sheraton Midway Hotel in St. Paul.

After lunch on Friday, the ladies attending the convention were carried to downtown St. Paul for shopping and a visit to the St. Paul Science Museum and the Omnitheatre. Later in the afternoon, a group of TRAIN "railfans" were given a tour of the Soo Line Shoreham Shops and the Burlington Northern Northtown Yards.

Our beautifully restored **General Motors TDH-5105, ex-Twin City Rapid Transit Co. No. 1399**, served as the mode of transportation for these two impromptu operations. **Greg Olson and Nick Modders** did a fine job as tour guides on the "railfan" trip.

One of the highlights of the trip was a sudden turn onto 2nd Av. S. from 2nd St. into a lineup of rush hour buses from several companies headed in both directions. Again, all eyes were on our bus, especially those of the various bus drivers. The attention both buses attracted throughout the weekend from other drivers and pedestrians was a constant delight to our passengers.

Saturday, Mack No. 630 spent the morning carrying a full load of ladies on a tour of St. Paul. Meanwhile, GMC No. 1399 carried TRAIN Conventionees from the hotel in St. Paul to the Como-Harriet Streetcar Line in southwest Minneapolis for seminars. In the afternoon, both buses hauled passengers from the hotel to the Amtrak station to ride MTM's TRAIN Convention steam special to Hudson, Wisconsin and back. Later that evening, the buses returned the hungry passengers to their hotel buffet dinner.

On Sunday, the buses saw their heaviest duty. Both buses made two trips from the hotel to the Como-Harriet Streetcar Line site and the MTM streetcar company-style picnic.



**MTM's ex-TCRT green-and-white 1942 Mack bus No. 630, top picture, and cream-and-red 1954 General Motors 51-passenger bus No. 1399 at the Amtrak Depot in St. Paul, after taking TRAIN Convention delegates to the depot for the steam train ride on Saturday, Oct. 29. Photos by Loren Martin.**

Then they offered rides around Lake Harriet to all picnic attendees. We were blessed with a beautiful day and what better way to enjoy the lake than a ride around it in one of our historic buses?

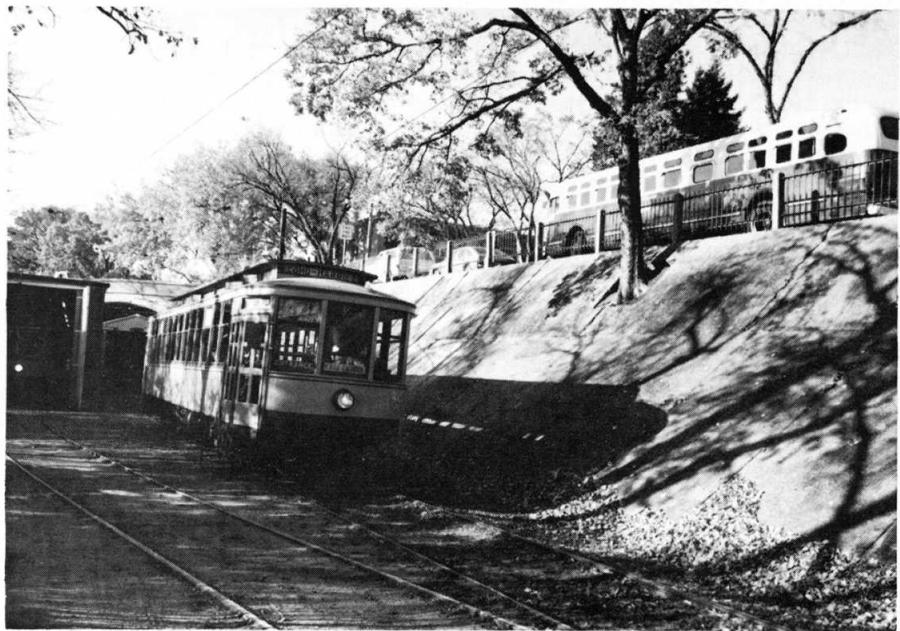
Late in the afternoon, both buses were employed to carry TRAIN visitors back to the hotel and/or airport with the last bus finishing up at about 6:30 p.m. at the Snelling Garage (formerly Snelling Station). Thanks to our drivers, both buses operated all weekend perfectly on time for all operations.

MTM wishes to thank the Metropolitan Transit Commission personnel at the MTC South Garage, where our two buses are stored, for presenting the buses to us on Thursday morning in fine operating condition and the personnel at Snelling Garage for the great service they provided the buses during their stay there.

Our MTM members and MTC employees, **John Diers** and **Aaron Isaacs**, are deserving of our thanks for their arranging the preparation of the buses for our use. Thanks also are in order to **Bob Ball** who secured the insurance for the buses.

Once again, thanks to the professionalism of our drivers, our TRAIN visitors, the public and our members had an opportunity to see and ride these two historic vehicles.

**Scott Heiderich**  
Museum Reporter



**MTM GMC bus No. 1399 parked above the Linden Hills carbarn area of the Como-Harriet Streetcar Line on Oct. 30 before the MTM picnic at the site. TCRT streetcar 1300 is out on the mainline while Duluth streetcar is still in the barn.**  
Photo by Loren Martin.



## Long Range Planning Committee

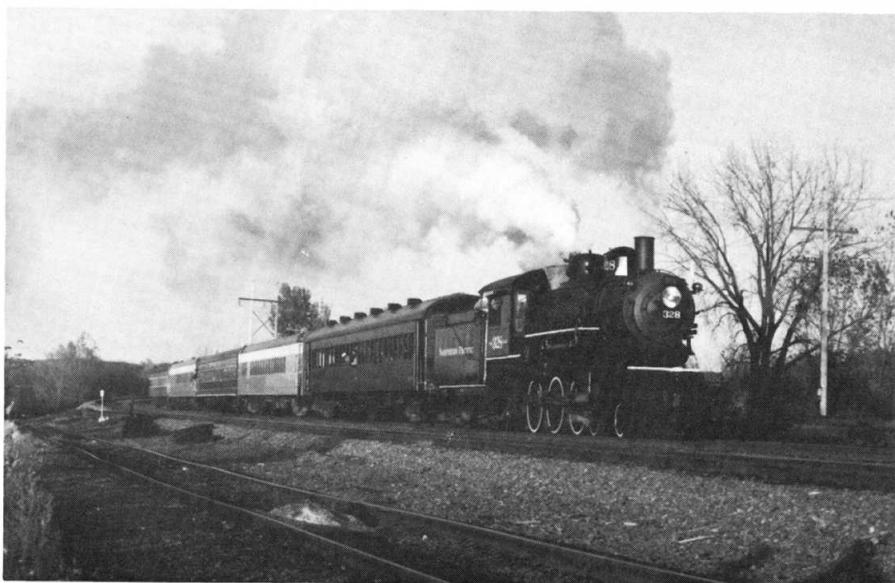
The Long Range Planning Committee was only able to meet on two occasions during 1983.

From those two meetings the committee was able to reaffirm the museum's philosophy of preservation and presentation.

It also identified specific immediate needs necessary to implement both short- and long-range goals. Most specifically the need to develop a sound, disciplined fiscal policy and, in addition, define the responsibilities, job requirements and limitations of our board offices.

Additionally, long range planning will require much time and careful deliberation. The 1983 committee has taken the museum's first real step in that direction.

**Frank P. Bifulk**, Chairman  
Long Range  
Planning Committee



**The 328 steam train blew smoke for the photographers as it made this photo run by at Hudson, Wis. during the TRAIN Convention steam trip on Oct. 29. Photo by Loren Martin.**

# N.P. Engine 2156 Restoration Begins; Funds Sought

MTM's ex-Northern Pacific 4-6-2 steam engine 2156 recently was moved inside the museum's temporary restoration facility in the Minnesota Transfer Railway roundhouse in St. Paul to begin a two-year restoration. The engine then will join the MTM's other steam engine, ex-N.P. 328, in museum service. But, the restoration will be expensive.

The effort to get 2156 rolling on her own again is expected to cost more than \$50,000 and consume more than 10,000 volunteer worker hours. It is hoped that the sale of color prints of Larry J. Fisher's painting of 2156 titled *Steam on Stone*, as shown on the cover of this *MinneGazette*, will raise some \$30,000 towards the restoration effort.

## N.P. Engine 2156

The ex-Northern Pacific No. 2156 is a class Q-3 steam engine built in 1909 by the Baldwin Locomotive Works. This class of engine was purchased to pilot the North Coast Limited, which it did, until replaced some 10 years later by larger, more efficient engines.

No. 2156 pulled the North Coast Limited across the Stone Arch Bridge, as depicted in the painting, for several years. The painting shows 2156 leaving downtown Minneapolis on a winter day in about 1920.

After running secondary passenger service throughout the N.P. system, No. 2156 was finally retired in the mid-1950s and was donated to the city of St. Paul for display in Como Park.

After 25 years in the park, MTM acquired the engine from the city and moved it to nearby Como Shops in July 1980. No. 2156 was moved to the Minnesota Transfer Roundhouse area in 1982 after MTM's eviction from Como Shops.

## The artist

Larry J. Fisher's interest in trains goes back as far as he can remember. Born into a railroad family, young Fisher's father was a Soo Line conductor for more than 30 years. During the early years, Larry's father would often enclose little sketches of his railroad experience in letters to home.

In turn, Larry would return his own artwork of nearby railroad scenes from his hometown of Harvey, North Dakota. After high school and a hitch

in the Air Force, Fisher joined a TV station in Fargo as a cameraman and set designer which led to his current job as art director at a TV station in Las Vegas.

Although Fisher's interest in trains spans his lifetime, he did not take railroad painting seriously until fairly recently. A Soo Line caboose cutting through a North Dakota blizzard painted in acrylics was presented to his dad upon retirement.

Larry received many compliments on his work and his first dozen paintings, all of the Soo Line from 1940 to the early '60s, were quickly purchased.

Larry's big break came when he was asked to paint a front cover for the nationally distributed *Railfan and Railroad* magazine. His March 1981 cover of Union Pacific's DDA40X Centennial led to other magazine credits.

Currently his works grace both the front and back covers of the Soo Line's own special centennial publication, and three of his winter railroad scenes were featured in the December 1983 edition of the prestigious *TRAINS* magazine.

In 1983, MTM commissioned Larry Fisher to produce the painting that appears on this cover. The idea for the painting was designed to call attention to the 2156's existence to the public and to encourage support for its restoration.

## "Steam on Stone"

In November, Fisher's latest and largest work, *Steam on Stone*, was unveiled at the historic Nicollet Island Inn, on the Mississippi River in downtown Minneapolis, not far from the Stone Arch Bridge crossed by 2156 in the painting. The 60-inch by 48-inch original acrylic rendering drew raves from the public and the press. The original painting also was on display at the TRAIN Convention.

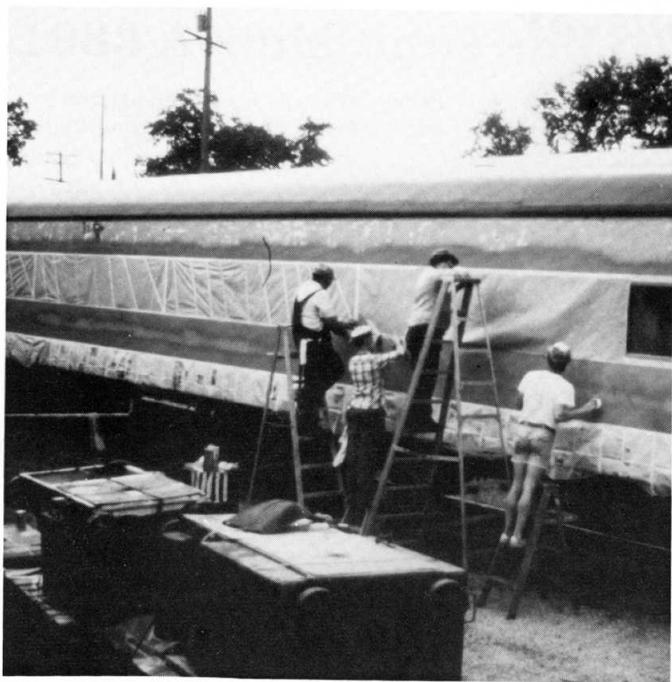
Soon, the original painting will become the property of the Minnesota Transportation Museum. The artist's agents, L. Fisher Prints, are going to donate the 60-inch by 48-inch original painting to the MTM. A print of the *Steam on Stone* or the *original painting itself* will be displayed at the next MTM general membership meeting on January 24.

## Help the 2156

To help raise \$30,000 towards the restoration of engine 2156, 500 signed and serialized limited-edition lithographs of *Steam on Stone* have been made available to the public. Each print measures a full 19 3/4 by 25 inches and is superbly detailed on heavy (80 pound), coated and embossed stock. The brilliant reproductions are shipped ready for framing. You can reserve the print number you want (any number between 86 and 585).



**MTM steam train on the wye at Hudson, Wis. as it prepared for the return trip to St. Paul during the TRAIN Convention on Saturday, Oct. 29. Photo by Loren Martin.**



**Lots of masking tape and paper was applied to coach 1213 to ready it for its official Great Northern colors. Applying the masking were, from left, John Larson, Bernie Braun, Terry Spangler and Ward Gilkerson.**



**Moving along . . . Bob Renz spray-painted car 1213 as Greg Koon looked on from the perch up on the fork-lift. Orville Richter moved the fork-lift along the coach. Richard Kasseth stayed on the ground and moved hoses while Ray Norton supervised.**

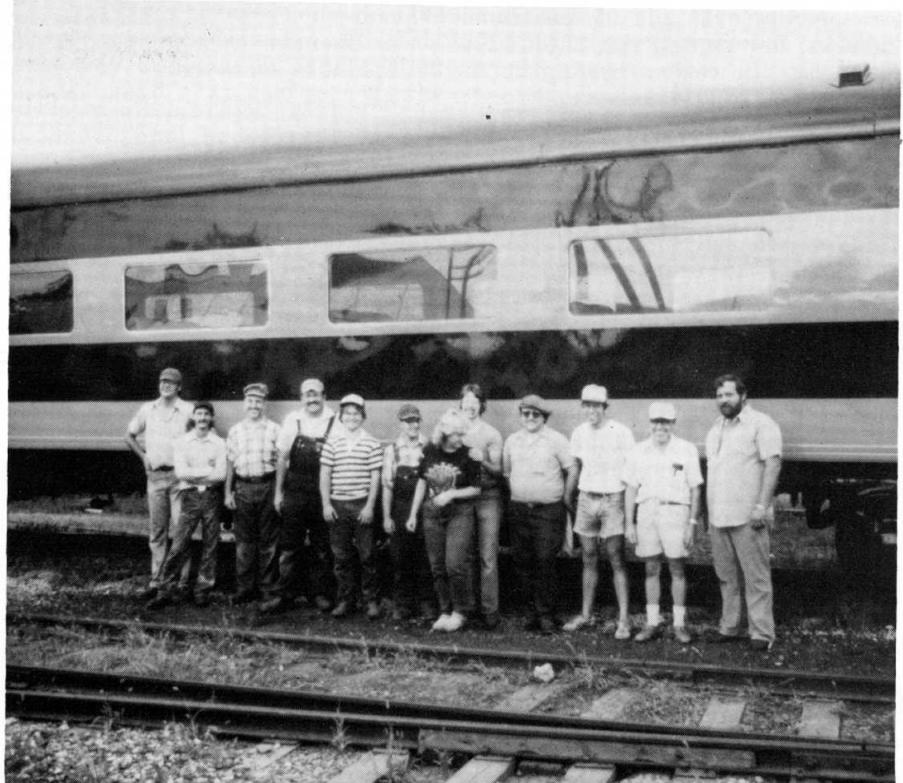
Cost of the prints are \$135 each (plus \$6 shipping and handling) with nearly half of each print price (\$60) going to the Minnesota Transportation Museum for the restoration of the 2156. The \$60 is a *tax-deductible* contribution. The sale of all 500 prints would realize \$30,000 for the restoration.

## How to order

Send a check or money order made out to **L. Fisher Prints** for \$141 (\$135 for the lithograph and \$6 for shipping and handling) to:

L. Fisher Prints  
1720 Fourth Street SW  
Minot, N.D. 58701

Be sure to include the number of the print that you want (numbers 86 through 585 available on a first come/first served basis). Remember, \$60 of the total is a *tax-deductible* donation to the nonprofit Minnesota Transportation Museum.



**Finished! The tape and paper is removed and behold! A new coach! Members who posed in front of their finished product included, from left, Bob Renz, Phil Hansen, Bernie Braun, John Larson, Jeff Braun, Richard Kasseth, Lori Snyder, Greg Koon, Terry Spangler, Ward Gilkerson, Wendell Gilkerson and Ken Snyder. Photos by Martin Withuski.**



## Southwest Corridor Transitway

The Hennepin County Regional Railroad Authority has purchased the Minneapolis to Hopkins segment of the Chicago & North Western Railroad, formerly Minneapolis & St. Louis, for use as a future transitway.

The price will depend on how soon the C&NW removes its operations from the property, and could be as high as \$6 million if they vacate before March 15, 1987. If C&NW cannot find an alternate route, the C&NW will be allowed to operate limited freight service in the corridor indefinitely, although the price they will receive for the property will be reduced. This acquisition completes a continuous transit corridor from downtown Minneapolis, through Hopkins, Minnetonka, Deephaven and Excelsior.

It is possible that transit and freight operations may have to exist with each other in the corridor. If a busway is chosen, the roadway would be built beside one of the present mainline tracks. If light rail transit is selected, the options are to build beside the freight track, or to permit the C&NW to operate over one of the transit tracks. For shared use, the C&NW will pay the cost of beefing up the track for mixed service. Freight service will continue indefinitely to the industries along the north side of the route.

Once a transitway is opened, freight operations will be limited to one through freight and one peddler per day, which must operate between 12:00 midnight and 6:00 a.m. This will provide an added margin of safety, and prevent delays to transit operations.

An analysis of technology alternatives and environmental impact is underway, and should be finished later in 1984. This study will recommend whether a busway, an LRT line or nothing at all should be built. At this time, it is not known whether MTC or another organization would undertake the project. Hopes are high for LRT among the communities along the route and downtown businesses which suffer from ever-increasing traffic congestion.

The C&NW provided a tour of the property on October 27, 1983, for county commissioners, staff and reporters. Hosts Jim Heidkamp and Bob Schmiege boarded the guests at



**"Hints of things to come?"** The C&NW train with office cars 402 and 403 stopped at the Parade Grounds near downtown Minneapolis after a tour of the Southwest Corridor. Here, the guests disembarked from the train on the C&NW right-of-way and boarded MTC Flexible bus No. 549 for the ride back to Hopkins. Photo by Bill Graham.

the Hopkins Depot. The consist included office cars No. 402 and 403, headed by GP-9 No. 4455, and surely was the most stylish departure from Hopkins in some years.

The guests looked at the redevelopment potential of lands along the route, and asked questions about how transit and the C&NW might coexist with each other. The stewards kept a steady flow of coffee and rolls coming from the galley and, all too soon, the

ride ended at Old Wayzata Boulevard. An MTC bus returned the guests to Hopkins.

Despite the break-neck pace of 7 mph and two inspection stops, the trip took only 40 minutes, proving just how direct that route is from Hopkins to downtown. With modern electric cars and Class VI track, that transitway will blow the doors off the competition, and we all will wonder why it took so long to build.

## Were You There?

We're collecting information now for the May/June 1984 Minnegazette "double-header" special issue which will commemorate 1) the original Como-Harriet streetcar line and 2) the 30th anniversary of the end of TCRT streetcar operations on June 18, 1954 which included the Como-Harriet line.

On June 19, 1954 the Minnesota Railfans Association, forerunner to MTM, chartered two streetcars, 1300 and 1775, for an all-day ride on the remaining electrified trackage for that final, final ride. Known MTM members on that railfan trip nearly 30 years ago were Ray Bensen Sr., Jim Bertrand, Herb Bodlund, Gene Corbey, Bill Cordes, Clark Johnson, Corbin Kidder, Jim

Kreuzberger, Bob MacNie, Ray Norton, Wayne Olsen, Bill Olson, Fred Rhodes, Bob Schumacher and Lowell Wood. Anybody else? Please let the editor of the Minnegazette know by May 1.

If you weren't there, but have any brief recollections on the Como-Harriet streetcar line, particularly in its final days, also please let the editor know by May 1.

Finally, if any of you have pictures of the Como-Harriet streetcar line in TCRT service, we'd like to publish them in the special issue. We have received some excellent photos already, but we're always looking for more.

## 1983 Acquisitions and Dispositions

I wish to briefly touch on the accomplishments of the Acquisition/Disposition Committee for 1983.

Probably the most important step taken by the committee was the formulation of an Acquisition/Disposition Policy. It is this policy which provides the museum with the major tool necessary to make careful and proper choices in the selection of equipment to meet its goals and philosophy.

Although the committee reviewed several acquisition proposals for 1983, only two pieces of equipment were approved by the board and purchased.

**1. Great Northern No. X3232 auxiliary tender.** It was built in 1942 from a discarded locomotive tender. It and its sisters were used out of Kelly Lake, Minn. on the Great Northern ore pools. A picture of sister No. X3251 is shown behind ore O-1 "Mike" in Charles and Dorothy Woods' book on the G.N.

**2. Duluth, Missabe & Iron Range heavyweight coach No. 30.** This car was used to outfit service in its final years but, of course, previous to this it plied the tracks of the DM&IR in passenger service. It is in very good condition and, when completed, will be a valuable addition to the MTM collection. It is a sister car to DM&IR passenger coach No. 33, owned by the Lake Superior Museum of Transportation in Duluth. No. 33 has been used in some MTM steam operations.

Two pieces of MTM equipment were disposed of in 1983, both to the Amherst H. Wilder Corporation for

display in Bandana Square, the development with the railroad theme that makes up part of St. Paul's new Energy Park which, in turn, used to be the old Northern Pacific Railway's Como Shops.

**1. 1885 Soo Line caboose.** Now on display in the courtyard of Bandana Square.

**2. Twin City Rapid Transit streetcar No. 1496.** This 1912 steel-sided streetcar needed more work than originally thought when acquired in 1976 from Inver Grove Heights where it

was used as a church. However it is not yet on display in Bandana Square.

The year, 1983, was a "plus year" for acquisitions, not because our purchases were sound, nor because we got the most for our money, but because of the way we arrived at our decisions to acquire them. It is for this reason that serving as Chairman of the committee has been a personally satisfying experience.

**Frank P. Bifulk,** Chairman  
Acquisitions/Dispositions  
Committee

## Perpich to Push for LRT

In December, Minnesota Governor Rudy Perpich became the latest official to back the proposals for light rail transit when he said that he is pushing a "very, very, very strong interest" in LRT for the Twin Cities area.

Perpich plans to ask the 1984 Minnesota Legislature to speed up the schedule under which excise-tax revenue from car sales is transferred to state highway and transit funds. Then money could be applied soon for the construction of LRT lines—if they are proven feasible in the latest round of studies.

Perpich used to ride LRT's in Vienna, Austria when he worked there between his stints as governor, and was won over by them. He is convinced that they can work here also. Three corridors are prominent for LRT at this time.

**Hiawatha Avenue** — An 11-mile route connecting downtown Minneapolis and the old Met Stadium with a stop at MSP International Airport. Most of the right-of-way has already been purchased.

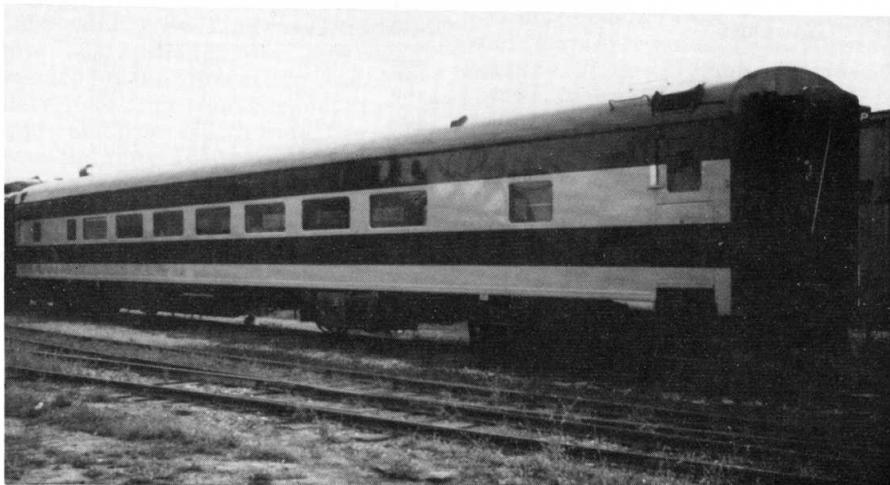
**University Avenue** — A 10-mile route connecting downtown St. Paul and Minneapolis. Generally follows the old streetcar route but probably would have its own right-of-way on the wide boulevard.

**Southwest Corridor** — A 23-mile route connecting downtown Minneapolis and the town of Victoria in Carver County using the old C&NW railroad right-of-way. Major stops would be at Hopkins and Minnetonka. Hennepin County recently completed the purchase of the entire right-of-way from the C&NW.

With the projected large employment increases of downtown areas in the next several years, many see LRT as the only viable option in moving people in and out of an already congested area. With the governor's help, the long-delayed solution may soon be at hand.

## Ex-TCRT Car 1267 Restoration

Mike Lennon of the Seashore Trolley Museum in Kennebunkport, Maine, in town for the TRAIN Convention, reported that ex-TCRT gate-type streetcar No. 1267, donated to Seashore by TCRT in 1953, is scheduled to go into the shop for rehabilitation and restoration by mid-1985.



The finished product (except for lettering); ex-Great Northern passenger coach 1213. Photo by Martin Withuski.

# Reflections on the Interurban Line — Part 3

Most Twin City Rapid Transit gate-type streetcars were rebuilt to one-man/two-man cars, complete with double folding doors front and rear, in the late 1920s and 1930s. The last five gate cars to be rebuilt to this configuration were 1487, 1490, 1491, 1500 and 1516 in 1942 after it was determined that there was a slight wartime shortage of these cars. These cars regularly appeared on the Interurban line both when they were gate cars and when they were one-man/two-man cars.

I rode car 1500 on the Interurban line and car 1516 on the **Merriam Park** line in St. Paul when they were both gate cars. These five cars, at the time they were rebuilt, were given steel sides. They were the only one-man/two-man cars never to have wood sides after rebuilding for one-man service (TCRT didn't start putting steel sides on streetcars until 1938). No gate car ever received steel sides.

When 1487, 1490 and 1491 underwent their 1942 rebuilding, they received the Twin City #9 trucks with the 5-ft 6-in wheelbase with the easily identifiable slotted holes in the equalizer bar. This was unusual for they were the only 1400's I ever saw to ride on Twin City #9 trucks. But they were changed back again while the cars were still at Snelling Station to have the Twin City #6 trucks with the longer 6-ft wheelbase with no holes in the equalizer bar.

## Hiawatha vs TCRT

I remember a couple of other incidents with the Interurban line in the early 1940's when Sunday operations were all one-man. One Sunday a friend and I rode The Milwaukee Road's Chicago-bound afternoon **Hiawatha** from Minneapolis to St. Paul just for the train ride. At 12:30 p.m., as our train glided out of the Milwaukee Road's Minneapolis passenger station, TCRT's one-man/two-man car 1840 turned off 5th Av. S. onto Washington Av. with **To St. Paul** signs.

When the eastbound Hiawatha pulled into St. Paul Union Station, my friend and I alighted and walked the three blocks over to 5th and Robert to catch the Interurban line for a ride back to downtown Minneapolis. When we reached the car stop at 5th and

Robert, we saw a car turning off Wabasha Street to come down the 5th Street hill. As the car approached Robert Street, we discovered it was the 1840 with **To Minneapolis** destination signs.

The 1840 was not very far behind the afternoon Hiawatha on the intercity trip. University Avenue was so wide that automobile traffic gave less interference to streetcar traffic. Interurban cars could move at a fairly fast pace, especially with the lighter Sunday traffic. The rebuilt one-man/two-man cars were fast cars.

## Snelling detour

Another time a friend and I rode the Interurban eastbound during Sunday one-man operation. We were aboard car 1757 with **To St. Paul** signs. To our surprise, the motorman turned onto the Snelling Station lead track and moved inside the gate to park over the switches leading into the six Snelling Station house tracks.

In just a few moments a relief motorman ran out from the station to take over. We backed out onto University Avenue and continued eastward to downtown St. Paul. This was the only time I was ever aboard a car inside the Snelling Station fence. This was an unusual movement since crew changes were normally made out on the street.

## 1938 Snelling roster

Beginning in 1938, I kept a car assignment roster by personal observation. The following is a roster of Snelling Station cars used on the Interurban line in the summer of 1938.

Gate Cars		One-Man/Two-Man Cars				
1352	1439	1211	1495	1525	1732	1794
1353	1471	1213	1496	1526	1733	1796
1354	1472	1214	1498	1532	1736	1803
1355	1474	1224	1502	1535	1737	1809
1358	1476	1225	1503	1536	1738	1810
1359	1477	1226	1504	1540	1740	1811
1360	1478	1228	1505	1541	1741	1812
1361	1481	1229	1506	1554	1742	1813
1362	1483	1240	1507	1705	1745	1814
1363	1484	1241	1508	1706	1747	1815
1403	1486	1465	1509	1707	1748	1821
1404	1487	1466	1510	1708	1756	1822
1405	1490	1467	1511	1712	1757	1825
1406	1491	1469	1512	1714	1763	1832
1407	1493	1470	1513	1715	1764	1840
1434	1500	1473	1515	1716	1769	1842
1435	1514	1475	1517	1718	1775	1845
1436	1516	1479	1518	1730	1781	1846
1438		1494	1523	1731	1793	1853

Notes on the Snelling Station roster.

Gate cars 1487, 1490, 1491, 1500 and 1516 were rebuilt into one-man/two-man cars in 1942 but remained at Snelling Station and continued to run on the Interurban line.

Cars 1240 and 1241 had marker brackets for **Hazel Park-Mahomed** runs in two or more sections, but these cars pulled runs on the Interurban line as well. About 1940, these cars went to Duluth Avenue Station for continued service on the Mahomed runs, but during World War II they went to Lake Street Station for use on the **Selby-Lake** and **Fort Snelling-Minnehaha-Plymouth** lines.

Cars 1466 and 1467 may have gone to Duluth Station by 1940. By 1943, car 1466 had gone to Nicollet Station where it was involved in the first passenger fatality on TCRT since 1920. Southbound on 4th Av. S. approaching Lake St., 1466 side-swiped a truck. A woman passenger on the front steps of the enclosed vestibule was crushed to death as she prepared to disembark at Lake St.

Car 1506 may have been the first Snelling Station car to receive steel sides, probably in the summer of 1938. About 1942, car 1506 lost TCRT's standard yellow color scheme and instead appeared in the patriotic red, white and blue colors to promote war bonds for the duration of the war.

Its roof and clerestory window frames were bright red. The car window frames and the front and rear panel doors at car window level were white. The steel sides, front and rear ends, anti-climbers, fenders and the door panels below window height were dark blue. The car sides were stenciled with white lettering promoting the sale of war bonds.

Red, white and blue 1506 remained at Snelling Station and ran on all of Snelling Station's lines in St. Paul and the Interurban and **Selby-Lake** lines in Minneapolis. Lake Street Station's car 1695, which also had steel sides, was painted identical but went to Nicollet Station. After the war, both 1506 and 1695 returned to TCRT's yellow colors and car 1695 returned to lake Street Station.

Cars 1809 through 1815, 1821, 1822, 1825, 1832, 1840 and 1842 were used by Snelling Station for its regular runs with **Randolph-Hazel Park** and **Hazel Park-Mahtomedi** service. However, these cars always found time to take trips on the Interurban line.

About 1940, North Side Station gate car 1563, the highest numbered gate car after the completion of rebuilding to one-man cars, served briefly at Snelling Station and ran on the Interurban line. But 1563 returned to North Side to continue in **Chicago-Penn** and **Chicago-Fremont** service in Minneapolis.

Lake Street Station gate cars 1411 and 1412 may have served briefly on the Interurban line from Snelling Station in 1940 but returned to Lake Street Station for **Selby-Lake** service.

One-man/two-man cars 1599 and 1609 came to Snelling Station in the late '30s and thereafter saw much service on the Interurban line. I believe 1599 came from Nicollet Station and 1609 from North Side. Car 1609 was the only 1600-series car I ever saw assigned to Snelling Station.

Sometime in the early '40s, East Side (Mpls.) Station's one-man/two-man car 1750 served briefly at Snelling Station.

Aside from these exceptions, the roster of standard cars assigned to Snelling Station and appearing in Interurban service remained unchanged from the late 1930's until the start of PCC operation in late 1946.

Comments on the photos of the Interurban line in the May/June 1983 Minnegazette.

Top photo on page 4 identified as the old Midway Station on University Av. just west of Raymond Av. I believe this photo is of the old Selby Av. carhouse on the southeast corner of Selby and Dale. Originally a cable car powerhouse and carbarn, this station was used as a streetcar station for the **Selby Av. and Merriam Park** lines until Snelling Station was opened in 1907.

Top photo on page 18 identified as gate car 1417 on the 5th St. bridge over the Great Northern tracks in the 1940's. This car could not have been 1417 because it was a Lake Street Station car rebuilt to a one-man/two-man car in 1935. My guess is that the **To St. Paul** car in the photo is either 1403 or 1407 as I believe they had their anti-climbers reshaped in the 1940's as shown in this photo.

I have rambled on endlessly, but I did want to share with you my reminiscences of the Interurban line as I recall my early years living in the Twin Cities and growing up with what was once one of the finest streetcar systems in the world.

Please keep up the good work with the Minnegazette. It is a treasure of historical data and enables those of us who lived in Minneapolis and St. Paul during the days of streetcar operation to relive those great days.

Sincerely,  
**Robert E. Cumbey**

*Ed. Note: MTM thanks member Robert Cumbey for taking the time to write this lengthy and extremely informative letter that has appeared in the last three issues of the Minnegazette. It is only through observations such as these that show insight on how TCRT operated their proud fleet of yellow streetcars. Thanks for sharing your memories with us.*



## Jackson Street Roundhouse Committee

Of the committees I have chaired for 1983, the Jackson Street Roundhouse project has taken the major portion of my time and energy and has also been the most satisfying.

This committee has accomplished a great deal in a relatively short time. It has developed concepts, gathered data, projected cost analyses, suggested a financial support program, provided an audio/visual presentation, several large renderings, an N scale display of the proposed roundhouse complex and, by the time this article goes to print, a presentation brochure to aid in securing funding for the project.

The first major hurdle is nearing completion. The next step will be to take the tools we have gathered up in this past year and sell this idea to the community. I am confident the community will respond and give us its support.

**Frank P. Bifulk**, Chairman  
Jackson Street  
Roundhouse Committee

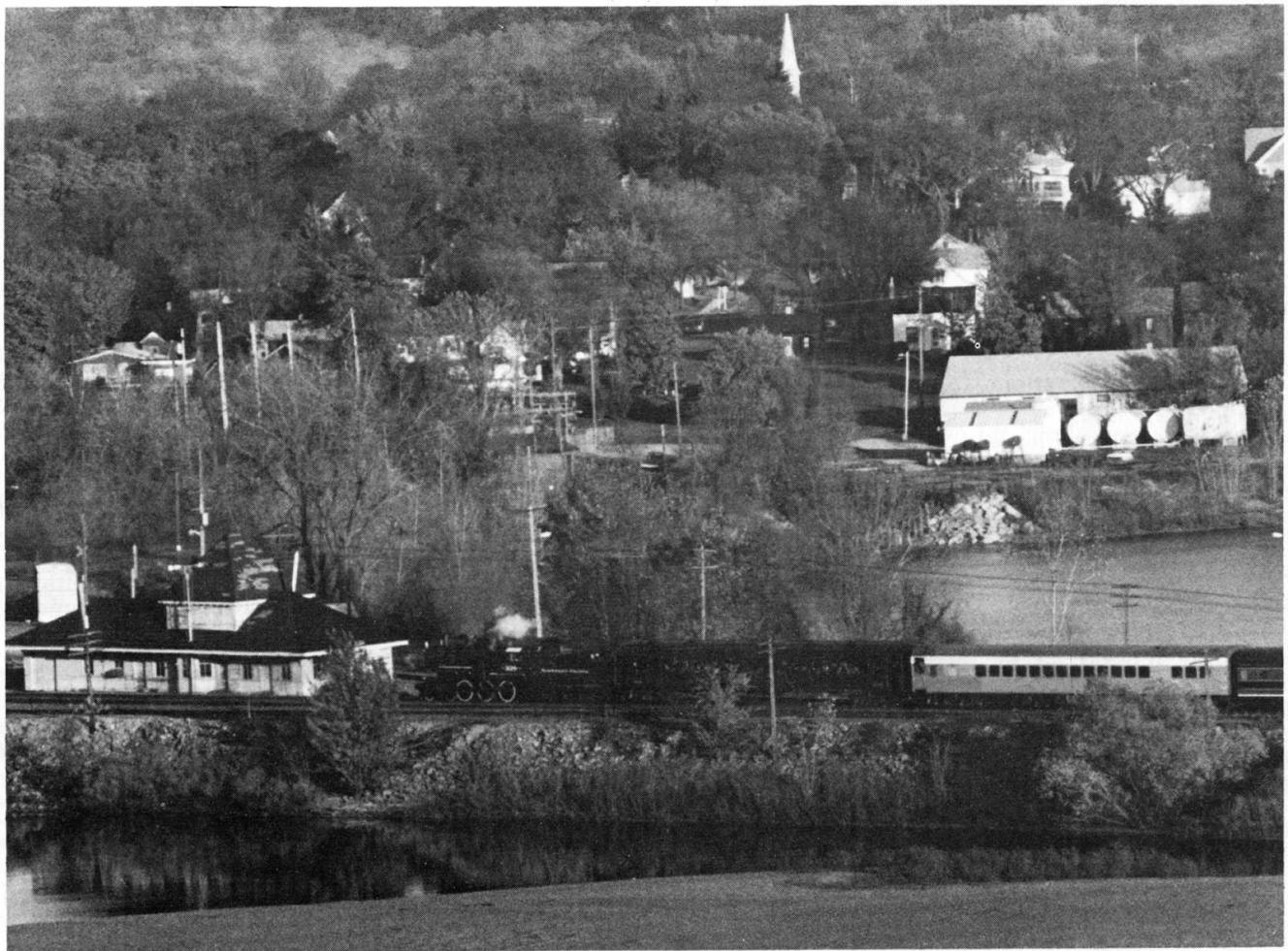
## Sounds From Under The Bridge

Streetcar number 1300's wheels were hardly cool when the crew began tearing into her again. The seats came out, and the boys began stripping brown crud from the side walls. Plans are to refinish the compartment paneling below the windows and the rear bulkhead, as well as to rebuild and refinish the rear peanut rows.

**Neil Howes, Larry Schreiber** and **George Isaacs** removed the rear step well, which they will rebuild. Later, they plan to pull the front truck for the same inspection and repair given the rear one last year. Sections of the underframe are slated for cleaning, repairs and painting.

All this work is planned so that 1300 can be ready for service in the spring. There is plenty to do, and everyone is welcome at the carbarn each Wednesday evening.

**Bill Graham**



The MTM TRAIN Convention special steam train approached the Hudson, Wis. Depot after crossing the St. Croix River from Minnesota. Photo by Aaron Isaacs.

## MTM Membership Application

The all-volunteer nonprofit Minnesota Transportation Museum was formed in 1962 for the purpose of finding, restoring and operating vintage rail equipment for the education and the enjoyment of the public as a reminder of days gone by. If you like what you see in this magazine, how about becoming a member and helping us? It is a rich experience filled with fun and tradition. Join us today!

- MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
- MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.
- MTM ASSOCIATE membership (\$10 per year).

All members receive the bi-monthly **MinneGazette** magazines at their homes.

- I do not wish to join MTM, but would like to contribute to the restoration (tax deductible).

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State & Zip \_\_\_\_\_

Mail to: **Minnesota Transportation Museum, Inc.**

P.O. Box 1300, Hopkins, MN 55343



# MINNESOTA STREETCAR MUSEUM

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August 2021

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